NAVNEWS

Vol. 28/00 | Forward ... from the Sea | July 7, 2000

Independence Day 2000 message from the Chairman

From the American Forces Press Service

WASHINGTON (NNS) — The following is the text of a statement from Gen. Henry H. Shelton, Chairman of the Joint Chiefs of Staff:

On July 4, 1776, the 13 American colonies declared their independence. The first Patriots, with diverse backgrounds, representing different regions and interests, were united in their quest for freedom and their willingness to fight for liberty. Despite the considerable risk of almost certain defeat at the hands of the greatest land and sea power of that age, they ultimately triumphed and a new, independent United States of America emerged.

At sea, on land, and in the air, whether during peace or war, the men and women of America's Armed Forces have continued to ensure the sacrifices of our forefathers and others who followed them were not made in vain. The backgrounds of the individuals in today's Armed Forces are even more diverse than those of our predecessors — yet we all continue to unite behind the same ideals and values that guided this Nation to independence over 200 years ago.

On the first Independence Day of the 21st century, you — America's soldiers, Sailors, airmen, Marines and coastguardsmen — are America's new Patriots, linked in spirit to the generations of fighting men and women of our Nation's great history. Around a troubled world, you deter our foes, protect our friends, and keep the peace.

Despite enormous danger, personal sacrifice, and lengthy separation from family and friends, it is your indomitable spirit and steadfast willingness to serve that define America and manifest its ideals, both at home and abroad. On this Independence Day, America honors you and all those who preceded you.

On behalf of the Joint Chiefs of Staff, thank you for all you do in the defense of our great Nation — on this — America's birthday.

HENRY H. SHELTON
Chairman of the Joint Chiefs of Staff

Celebration

The Statue of Liberty is bathed in the light from a spectacular 16-barge Independance Day fireworks show in New York Harbor during International Naval Review 2000 (INR 2000). INR 2000 is the Navy's observance of the millennial year and recognition of the Nation's 224th birthday. Over 25,000 Sailors and Marines from 20 countries are participating in the weeklong "Celebration of Seapower for the Millennium."
U.S. Navy photo

First-termers get "split tour" opportunities

By Chief of Naval Personnel Public Affairs

WASHINGTON (NNS) — Sailors with at least 24 months at their sea duty command and who are approaching their end of active obligated service can now split tour to another sea duty command, according to NAVADMIN 143/00.

The initiative is aimed at giving commands and detailers greater flexibility when working with first term Sailors.

"The improvement of first term retention is encouraging, and it's initiatives such as this that will help Sailors make sound career decisions by giving them a broader view of what the Navy has to offer in a shorter amount of time," said Vice Adm. Norb Ryan Jr., Chief of Naval Personnel. "Retention should be everyone's number one priority, and commands should be highly encouraged to help those Sailors who want to take advantage of opportunities such as this."

USS Black Hawk cruises the Mississippi River

By Journalist 2nd Class Bashon Mann, Naval Recruiting Command Public Affairs

USS Black Hawk (MHC 58)
U.S. Navy photo

MEMPHIS, Tenn. (NNS) — The coastal minehunter USS Black Hawk (MHC 58) sailed into the city of Memphis, Tenn., recently for a five-day visit as part of Navy Recruiting Command's Mississippi River Cruise 2000.

During their visit, more than 5,000 people toured the ship — amounting to more than 15,000 guests for the entire cruise in just five port visits.

Crewmembers were treated to a gala arrival as the city opened its arms and welcomed the coastal minehunter. Navy Band Mid-South was on hand to celebrate the port visit, as well as several local television news crews.

City dignitaries and Naval Support Activity Mid-South's commanding officer, Capt. Diane L.H. Lofink, along with Coast Guard officials , were given a VIP tour by Black Hawk's commanding officer, Cmdr. Bradley J. Smith.

During the five days Black Hawk was in port, the crewmembers took advantage of their time, giving tours of the ship and spending off-duty time visiting local museums, Graceland, and a Memphis Redbirds baseball game. Black Hawk crewmembers also took time to visit Le Bonheur Children's Hospital and present Navy ball caps and Honorary Sailor Certificates to sick children as part of the Navy's Caps for Kids Program.

For some special guests, the best part of the port visit was the harbor demonstration. Several Delayed Entry Personnel (DEPpers) from Navy Recruiting Station (NRS) Murfreesboro, Tenn., were able to take part in the demonstration and see what the ship could do out on the water.

"It was cool because I have never seen a ship before, and it was informative to be able to see the inside of the ship," said 17-year-old David Dobson, who added that participating in the harbor demonstration was definitely worth the trip to Memphis.

Some DEPpers praised Black Hawk's crew.

"The crew was very professional and friendly, answering any questions we had," said 18-year-old Brandy Mangrum. "They were real cool about letting us walk through and see the entire ship and not restricting us."

Black Hawk continued its voyage up the Mississippi River to Cape Girardeau, Mo. After a stop in St. Louis for the Fourth of July, Black Hawk will return to Memphis.

To learn more about Mississippi River Cruise 2000 and view their remaining port visit schedule go to http://www.cnrc.navy.mil/missrivercruise.

For more information about mine hunting vessels go to http://www.cnsl.spear.navy.mil/cmwc.

NATT students excel in futuristic training

By Art Giberson, "Gosport" Managing Editor

PENSACOLA, Fla. (NNS) — To say that today's Navy technical training courses are light years ahead of what many of us may remember from our Navy training days would be a gross understatement.

Modern Navy classrooms, such as the automated electronic classrooms (AEC), learning resource centers (LRC) and interactive multisensor analysis training (IMAT) at the Naval Air Technical Training Center (NATTCenter), more closely resemble a video arcade than a technical training center.

"This is a very tough course," said a student in the NATTCenter's Aviation Systems Warfare Operator (AW) school. "Without the super computer graphics, I would have real trouble with the course."

Making learning easier is the concept of re-engineering training, as envisioned by Chief of Naval Education and Training (CNET), Vice Adm. John W. Craine Jr.

"Our mission is to provide top-quality training for Sailors and get them to the fleet as quickly as possible," the admiral said in a recent interview. "The use of computers, and interactive training such as our IMAT program, is one of the ways we're doing that."

According to Craine, interactive training isn't as involved as it may seem to the layman.

"Our young men and women coming into the Navy today have already been exposed to computers and some fairly sophisticated video games prior to joining the Navy," Craine said. "So what we're doing is taking advantage of the computer skills they already have."

Not only are today's Navy men and women bringing computer skills into the classroom, the programs they are learning on are, for the most part, developed by the instructors.

"These are the people who will have to work with these Sailors when they return to the fleet," said Joy White, NATTCenter public affairs officer. "They know what's required to do the job and they don't waste time imparting a lot of nice to know, but totally unnecessary information."

*See **NATT,** page 3*

Students build sub — then go on a real one

By Senior Chief Journalist(SW) Gregg L. Snaza, SUBLANT Sub Centennial Public Affairs

PORT EVERGLADES, Fla. (NNS) — What started as an almost absurd physics project for four University of Akron, Ohio, students escalated into a trip to sea aboard one of the world's most powerful platforms, the ballistic missile submarine USS Nebraska (SSBN 739).

Last fall, as part of an advanced physics class, four Elementary Classical Physics students had a choice: build a roller coaster, a hovercraft, a submarine, or anything else that would challenge the basic fundamentals of physics. Almost without hesitation, the submarine idea consumed their thoughts.

On June 24, the four students and their professor took the ride of their lives. Their class project to build a submarine had been successful ... beyond their wildest imagination.

Aside from achieving an A+ grade, they managed to catch the eye of a local newspaper reporter who helped them gain local notoriety. Additionally, because of the project's web page, the U.S. Navy's submarine force also took notice; it's not every day college students build a submarine.

The project's web address is http://www.submarine.freehosting.net.

The Navy's interest in the project had little to do with the actual submarine or physics for that matter. Rather, it had everything to do with recruiting. Not often does the Navy have a chance to show off it's greatest engineering marvel to university students who will not tell just family and friends how wonderful the Navy is, but everyone they meet in the next two years of college.

USS Nebraska (SSBN 739)
U.S. Navy photo

"The trip was unbelievable," said Erin Curtis, a junior and civil engineering major. "The Navy was informative and showed us everything. The grand finale was being topside when we pulled back in ... I just kept thinking 'oh wow.'"

Doctor Rex Ramsier, the students' physics professor, saw the trip as the ultimate once-in-a-lifetime opportunity.

"The Navy provided something to four students who took on a project and did their very best," said Ramsier. "What a great lesson for what hard work can get you."

To keep things in perspective, it's important to note the submarine the

*See **Students**, page 5*

***NATT**, con't. from pg. 2*

Aviation Antisubmarine Warfare Operator 2nd Class John O. Edwards, an instructor in the AW "A" School, is one of the instructors who helped design the courses that he teaches in the IMAT program.

In teaching how sound travels through water, Edwards pinpoints a certain sound pattern and then, through the magic of computers, peels away a part of a submarine so the student can see just where the sound is coming from.

"With this approach to learning," said Edwards, "the students see exactly what I'm talking about. There is no individual interruption and therefore no individual mental pictures. As a matter of fact," said Edwards, "students completing this course actually have more technical knowledge than an E-5 in the fleet with five to seven years actual experience."

The IMAT program, according to Edwards, was developed in October 1990 as an advanced technology development project.

Developers proposed to explore new technologies in off-the-shelf hardware, software, and instructional strategies. They explored the use of dynamic models, databases and scientific visualization techniques to create extremely accurate cause and effect displays to teach the principles, theories, and concepts of how sound is generated and transmitted through water and received by a wet-end sensor.

"The IMAT program," Craine said, "has proven so successful that IMAT trainers have been installed at the Submarine School in Groton, Conn., and at the Fleet ASW Training Center in San Diego, Calif. The result is nearly a 10 percent reduction in training time."

Technology has completely changed the way Navy subject matter is taught and the way students learn.

"But," said Craine, "it doesn't stop at the technical level."

Through the Navy Learning Network at http://www.navylearning.navy.mil, a web site currently being developed and tested by CNET, Navy training and education will soon be available to Sailors anywhere in the world, 24 hours a day, seven days a week.

Another innovation is the Fleet Homeport Training program, which takes technical training to a Sailor's homeport during inport periods between deployments, rather than having the Sailor travel to remote locations for training. This program gives the Sailor more time at home and greatly reduces both time and expense.

USS George Washington Sailors watch the "birds"

By USS George Washington Public Affairs Staff

USS GEORGE WASHINGTON, At Sea (NNS) — In full gear, they ready themselves to ascend to dizzying heights in search of their quarry. Without binoculars, they use only cupped hands over their eyes in scanning the treeless horizon to spot their "birds."

They are the "birdwatchers" on board the aircraft carrier USS George Washington (CVN 73), but their birds are not the feathered variety.

The Norfolk, Va. –based carrier's "birdmen," Interior Communications Electrician 2nd Class(SW) Sean Carpenter and IC3 Chris Quigley, are the ones who ensure that the warship's three electronically sensitive "wind birds" are constantly chirping.

The wind birds are critical elements in flight operations on board USS George Washington. They send crucial wind speed, wind direction, and cross wind and head wind information to other birdwatchers throughout the nuclear-powered carrier.

"These birds are smart," said Quigley, assigned to the ship's Combat Systems Department. "Each bird is a detector, enabling them to accurately detect key wind data that we need to safely launch our jets off the pointy end."

The birds are also talkative.

"Analog repeaters in places such as the bridge, Pri-fly and Combat Direction Center (CDC) relay precision information to personnel monitoring wind conditions," continued Quigley. "Aviation Boatswain Mates working the catapults use the wind data to determine catapult steam pressure before every launch."

Carpenter, also with the Combat Systems department, said, "The commanding officer, executive officer, Air Boss, 'shooters' and Sailors working the catapults are always watching and listening to what the three birds are chirping about while we're underway, especially during air operations."

The data collected by the birds even impacts Sailors located four decks below the water line. At the Enclosed Operating Station (EOS) located in the Reactor department, Sailors use the information for controlling the ship's main engines.

USS George Washington (CVN 73)
U.S. Navy photo

"Once flight operations begin, EOS Sailors are informed about the latest wind bird data," said Carpenter. "If the wind speed is 15 knots, they will throttle up ship's speed to 15 knots. At that point we know that the ship's speed and wind speed combine to give the pilots the 30-knot winds across the deck they need to fly."

Carpenter continued, "On an aircraft carrier, flying is our mission and we can't fly planes without the 30 knot-winds across the deck. Without the wind indicating system, there is no stable means of verifying that wind speed."

Matching the uniqueness of the "wind birds" is the danger Carpenter and Quigley must encounter to maintain them. Despite wearing safety harnesses connected with working and safety lanyards, the method of retrieving the birds for maintenance weakens even the strong.

"Just like every combat system on board, the birds must be certified," said Carpenter, who was raised on a farm in Mooresburg, Tenn. "We have to go up to take the birds down so the civilian contractors can calibrate them. Both of us must go up the main mast, which is 208 feet above the flight deck and 283 feet above water level. I've been on top of the Sears Tower, but this is really scary. I've worked on top of huge barns and climbed trees when hunting, but I've never experienced heights like these."

"I'm not afraid of heights and it scares me," said Quigley, who spent a lot of time repelling off structures and buildings at the Army base in Fort Bragg while growing up in Fayetteville, N.C. "Even on a warm day, it's cold up there. Vehicles on the pier look like little Hot Wheels cars. When we get to the top, I'm able to see my neighborhood in Bay View, which is seven miles away."

Once the main mast has been ascended, Carpenter and Quigley must then walk a platform to get to the birds. "The platform is only 3 feet wide and shakes constantly," said Carpenter. "Even more, the birds are taller than us so we have to stand on our tip-toes to disassemble."

"When the wind is blowing you have to lean forward and hope it doesn't stop

*See **Birds**, page 5*

***Students**, con't. from pg. 3*

students built had little resemblance to those the U.S. Navy patrols the oceans with. Nonetheless, the spirit the students attached to this rather unique project rivals the spirit of even the best Navy Sailors.

It wasn't the students' $400 submarine that gained them a trip to sea, but rather their ability to latch on to an idea of physics, and persevere despite heavy odds against even finding information about how to approach such a daunting task.

Whether or not any of these four students decide to join the Navy is irrelevant. Their story of going to sea on a nuclear-powered submarine is sure to captivate the attention of many of their fellow students who may decide themselves to look into a career in the Navy.

As the Navy struggles to find more creative ways of attracting the attention of students, this trip to sea spurred by a physics project helps ease the task for recruiters who all too often have to tell about what the Navy has to offer from their office.

Nothing beats a firsthand look into a Sailor's world.

***Birds**, con't. from pg. 4*

all of a sudden," said Quigley. "Also, there is no non-skid on the platform, so if it rains, it gets real slippery and dangerous. However, being up there is such an accomplishment, Sailors have scrawled their names on the platform."

Carpenter and Quigley recently departed on USS George Washington for a six-month Mediterranean Sea and Arabian Gulf deployment. They understand their names may be called anytime by the Air Boss, and they also understand they must respond quickly in order not to impede the ship's mission. It is a challenge both eagerly accept despite the dangers.

"The best way to deal with working more than 280 feet above the sea on a swaying pole is humor," said Carpenter. "It's ironic, but joking about falling, how it will hurt and what we will hit on the way down makes me laugh and takes my mind off of the danger."

For more information about USS George Washington and other carriers of the Atlantic Fleet, go to http://www.airlant.navy.mil/carriersbar.htm.

Golden Anchors

Winner of the 1999 Golden Anchor award for retention, USS Dwight D. Eisenhower (CVN 69) displays two golden anchors at her bow while in the Arabian Gulf in support of Operation Southern Watch. The Golden Anchor awards are presented to the commands most successful in retaining the high quality Sailors needed for today's high-tech Navy.
U.S. Navy photo

On Navy/Marine Corps News

Look for the following stories and more on next week's show:

- Admiral Vern Clark leaves his post as commander of the U.S. Atlantic Fleet as he prepares to become the next Chief of Naval Operations;
- Take an in-depth look at the multi-national training Exercise RIMPAC 2000, from the islands of Hawaii;
- Future Navy doctors get some hands-on training during Exercise Kerkesner at Quantico Marine Corps Base;
- Navy nutrition specialists in Japan help 7th Fleet Sailors eat healthier meals.

Compiled on tape #2000-28, the show is on its way to the fleet now.

This week in naval history: July 12, 1988

Secretary of Defense Frank C. Carlucci approves the opening of the Navy's Underwater Construction Teams, fleet oilers, ammunition ships, and combat stores ships to women.

NAVNEWS,a weekly publication containing stories of fleetwide interest, is an official product of the Naval Media Center.
The desktop version of NavNews can be accessed on the Navy Home Page: www.navy.mil. E-mail story submissions to: <pubs@mediacen.navy.mil> or call NavNews at (703)695-0911; DSN 225-0911.